



## ENGINES FOR SALE

DAMAGED Ford 8D with heavy flywheel adaptor plate and Parsons hydraulic 2:1 gearbox in good working order, shaft approx. 10ft. 3in. x 2in. dia. stainless steel propeller 25in. dia. 1000 rpm. For more info contact to The Late Fishing Co. Ltd., Twin Victoria Dock, telephone 68023 or evenlins Stockton 552131.

YANMAR 12hp diesel 3:1 reduction gearbox, 60 hours running from new. More controls if required. Telephone: Weston Super Mare 28271.

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SUN. AUGUST 7  
2 p.m.**

**We want to raise £40,000 to build an intensive chest care wing for our hospital. Come and help!**

A SANDEEL quota of 10 tons is still being imposed on the Shetland fleet because of a glut at the local factory. Despite this last week new 23,548 cwt. of industrial fish landed worth £47,096. Last week's Shetland white fish landings almost hit the 10,000 cwt. mark valued at £105,182.

**HULL FISH Merchants' Protection Association** appointed the following officers at its annual meeting last week: president, S. Ellerington; senior vice-president, A. B. Bell; junior vice-president, J. Lee; treasurer, F. Bell. Members of the board are: S. Ellerington, chairman; M. N. Anderson, W. Dukes, F. Bell, J. Lee, A. B. Bell, A. Thomas, N. C. Coxon.

**in  
BRIEF**

**THE INTERNATIONAL** Association of Fish Meal Manufacturers holds its 17th annual conference at the Hotel Scandinavia, Oslo, from September 26-30. The association's scientific committee will also meet in Oslo, from September 22-24.

**THE GORDIAN** group, which supplies box stretching machines for deep-sea fleets, has moved its Hull depot to much larger premises in St. Andrew's Dock.

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# CATCH '77 REVIEW

## A final look at the HumberSide show

### Block

THE TRADITIONAL Beccles rope coiler is not a thing of the past. A.G. Block (Collier) Ltd. of Bungay, Suffolk, reported plenty of interest in the unit which has more than stood the test of time.

Beck on to the exhibition circuit after quite a gap — "They sold themselves really before bins and drums came along. They were as much a part of many vessels as the engine" — the enterprising engineering company is still kept busy with a steady flow of orders.

Priced at £819 for the Standard No. 2 coiler with 4ft. 4in. wheel centres, this well engineered piece of deck machinery is making quite a comeback on new tonnage. Many skippers, it seems, like the insurance of a coiler in case of a dreaded hydraulic breakdown.

Beccles coilers were patented by Elliott and Garrod in 1926, the first coilers having arrived via Denmark in 1922. Now, after over 50 years of use, they are still selling well abroad, especially outside Europe.

Each coiler is hand-assembled in about 12 hours and this is one of the secrets of their success.

### Brown

NAVIGATION equipment suppliers S.G. Brown Ltd. had a very big draw with the latest Magnavox satellite navigator from California.

The Watford firm is UK agent for the massive American electronics company and displayed the MX 1102-NV Satellite Navigator for the first time at any UK fisheries exhibition.

Already sold to the fishing vessel 'Border O' Trow' was the FE-502 echo sounder, on show through Redifon for the first time. It has been specially developed for coastal and offshore fishing, along with the FE-601, another new model.

The latter uses a single-speed motor to provide four-range selections whilst the FE-602 has a dual motor giving eight ranges.

Both units are otherwise identical and incorporate many features previously only found in high-priced sounders, like a crystal-controlled oscillator, low noise ceramic filter, wide dynamic range for easy ground location and TVG.

Another bonus is the zero line shift control which moves the zero reference by a maximum of 35m, enabling re-use of the dry recording paper. Recordings can be made in either fathoms or metres and the units have a maximum seabed sounding of 600m at 50kHz.

Power supply is DC

continuously computes and displays a vessel's exact position by signals from six satellites orbiting the earth. S.G. Brown also displayed its renowned Mk 10 Armada Gyro-compass, which is largely for use in conjunction with the Ocean series 080 autopilot. Among its compass auxiliaries was the steering repeater to display data from the gyro-compass for rapid response.

### Redifon

VHF RADIOS, fishfinding equipment and radar

including the new Radifon Sealand 30 and 66-channel low-cost, integrated circuit, vhf radio telephone — were demonstrated by Redifon Telocommunications.

Brand new was Furuno's FR-160 solid state marine radar and the Furuno FE-502 echo sounder.

The radar incorporates

big-skip features including vertical and horizontal off-centring of the display, dual transmitter pulse lengths for sharp target definition on all ranges, and solid state circulator T/R front end for longer crystal life and intrinsic high sensitivity.

The unit operates on five ranges from  $\frac{1}{2}$  to 16 miles, has sea and rain water anti-clutter controls and comes in a metal case with a choice of bulkhead or

table/overhead mounting.

The unit includes a 3ft. scanner and precision gearbox giving 24 rpm to renew the display every 2.5 seconds. Power supply is DC 12/24/32V, 80 watt approx, AC 100/110/220/240 (with extra rectifier unit).

Redifon reported considerable interest from pair trawler skippers presently working one radar between two vessels.

The US Navy satellite navigation system "Transit" has been operational for well over ten years and, since 1967, satellite systems have been freely available.

In the fishing industry the first big breakthrough came with installations on American tuna seiners and, now, this auto-navigation system is finding increasing acceptance.

Magnavox navigators, already well-established on naval and commercial shipping, are beginning to infiltrate the European fishing industry, although in the UK installations are confined to research and protection vessels.

They have a big advantage over conventional systems as they operate in regions without Duccs or Loran coverage with incredible accuracy.

The MX 1102-NV provides navigational information 24 hours a day and, even during a power failure, power consumption is still function

power supply is DC

August 12, 1977

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FISHING NEWS

# Lobster tank tragedy two die

AN IRISH fish buyer and father of two who worked in a lobster storage tank at Killshannig, Co. Kerry, was killed. He was Brenda Dowd (32).

The tank's caretaker, John Finn (58), a father of four from Kilshannig, died with him as they apparently tried to free a water pipe blocked by seaweed.

Two other men were taken to hospital where their condition was "comfortable."

It is believed that the men went down the tank — four feet in diameter — to free the pipe. They had gone into operation two months ago. Mr. Dowd was also a well-known fish porter.

Police (police) have investigating the accident. Early indications were that the fumes may have come from rotten seaweed.

### OIL FUND

THE GOVERNMENT has spent £45,000 helping the minister of the Fisheries and Offshore Consultative Council and not the Fisheries Compensation Fund reported last week. The government does not administer the fund. This committee meets on August 16 to consider claims.

end of next May.

The new factory will cover 2,000 sq. m. and dry fish by a patented mechanical process developed by Mr. Stoknes, who now lives in Inverness. He has used the process successfully in two factories which he operates in the Alesund area. It produces a dried fish product which is in high demand in Scandinavia, Italy and East Africa.

Speaking in Inverness Mr. Stoknes said the market was growing each year and he expected the Brasclete factory to export almost its entire output.

The company, Lewis Stokfisk, will be jointly owned by the board (75 per cent) and a new Scottish company (25 per cent) to be formed as a subsidiary of the Norwegian interests. Authorised capital will be £500,000, of which there will be 400,000 ordinary shares of £1 each and 100,000 16 per cent cumulative preference shares.

The board estimates that, once in full production, the factory will employ 34 people full-time and 15 part-time.

Rear Admiral Dunbar-Nesmith said: "One of the attractions of this development is that, apart from the new pier, factory and associated road works, no additional infrastructure will be required."

Lewis Stokfisk will process saithe, turbot, blue ling, white ling, blue whiting and mackerel. None of these species is on quota at present.

Announcing the venture last week, Rear Admiral David Dunbar-Nesmith said, "We estimate that this project alone, over a 15-year period, can contribute an additional £7m. to the Lewis economy. In terms of Britain as a whole, the benefit will be in the order of £12m. over the Brasclete development."

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**TURNING TO MACKEREL**

NORWAY'S shore industry, which is now hard pressed by the North Sea herring ban, may turn to mackerel to keep factories working.

The Norwegian government is reported to be considering alternative means of support to ensure that ancillary industries do not disappear as the result of temporary conservation measures.

One suggestion made is that herring firms should consider mackerel processing for the consumer market.

**SEVEN** members of one of Northumberland's best known fishing families were each fined £40 on Wednesday last week at Alnwick Magistrates Court.

It was said in court that these were the last of 100 charges recently brought by the Northumberland Sea Fisheries Committee for alleged illegal fishing.

The family is the Dawsons of Saabuses, south of Berwick. George, Stephen, Charles and John all work the fishing boat *Faithful*. Charles and John operate the boat *Providence IV*.

All pleaded guilty to trawling within the three-mile fishing limit near the Long

**'Enforced without warning'**  
**Limits bye-law traps a family**

stone lighthouse last year. William Dodd, solicitor for the Dawsons, said the bye-law had been in force since 1891 and, he understood, the background to the decision to enforce it followed complaints by local fishermen about damage to their fixed gear by trawlers.

More complaints had been made to the Sea Fisheries Committee when Santa fishermen came into the area for sprats. He said none of the Dawson family had any convictions and that they had fished without harassment in the area for over 40 years. The bye-law was enforced without warning, he said.

Mr. R. B. Brodhead, prosecuting for the Fisheries Committee, told the court

that they were the last of seven summonses, adding his appeals against conviction had previously been rejected by two courts.

Mr. Dodd also gave guilty to similar charges behalf of Richard French, Sons, of the Fish Quay, Shields; Hugh Arabin, Ardmoor, Raa, Dunbar; and John Jarro, Fisherrow, Port Seton. They were also each fined £10.

SIX members of the Agricultural and Fisheries Committee, headed by J. Rosche, last night began a day in Guernsey to the Guernsey Fisheries Trading Company open.

The tour included a visit to the Guernsey Sea Quarry at Noirmont Bay, oysters being fattened.

SEINE NET catches account for about 80 per cent of the white fish landed at Peterhead, but this year a useful contribution is being made by

Trawler boats are working pair trawls and one or two 'stranger' pairs are also trolleying regularly.

In June pair trawlers caught 6,536 cwt. valued at £159,286 out of a total of white fish landing from British ports of 109,042 cwt. worth £2,423,587.

One or two partnerships had tried pair trawling five or six years ago, but it was only last year that the fishing really began to work out well for the Peterhead boats.

It is proving to be a sensible alternative for vessels previously spending much of their time pair trawling for herring — and is also much less expensive than gearing up for seine net fishing.

It also gives the boats a wider choice of fishing areas, as they can work rougher ground than that fished by seiners.

Last year four Peterhead partnerships — *Sparkling Star* and *Fairweather V*, *Seringa* and *Sundari*, *Morning Dawn* and *Unity* and *Faithful II* and *Ugivale II* made some really good catches.

"We examined them after they had been hauled in — and found that were all hen lobsters.

"What could the subject have been and why was found only in the lobsters?"

"The substance picked consisted of black oysters. When large female lobsters are cooked, it takes considerable time for heat to penetrate the thicker part of the body sufficiently to change the normal red colour.

Until complete cooking occurs, oysters remain soft and black.

"IF YOU have any queries about boats, equipment or methods, John Burgess is always prepared to answer them. He can be reached with a stamped envelope for reply."

**'Black rock lobsters'**

"A LADY who recently bought some of lobsters later complained that the heads of some of them contained a black substance which smelt like oil.

"We examined them after they had been hauled in — and found that were all hen lobsters.

"What could the subject have been and why was found only in the lobsters?"

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**PETERHEAD**  
a monthly report

skippers John and William Morgan, have spent much of the time at Flotta. Skipper William Morgan said that fish is scarcer, but the big prices are compensating for this.

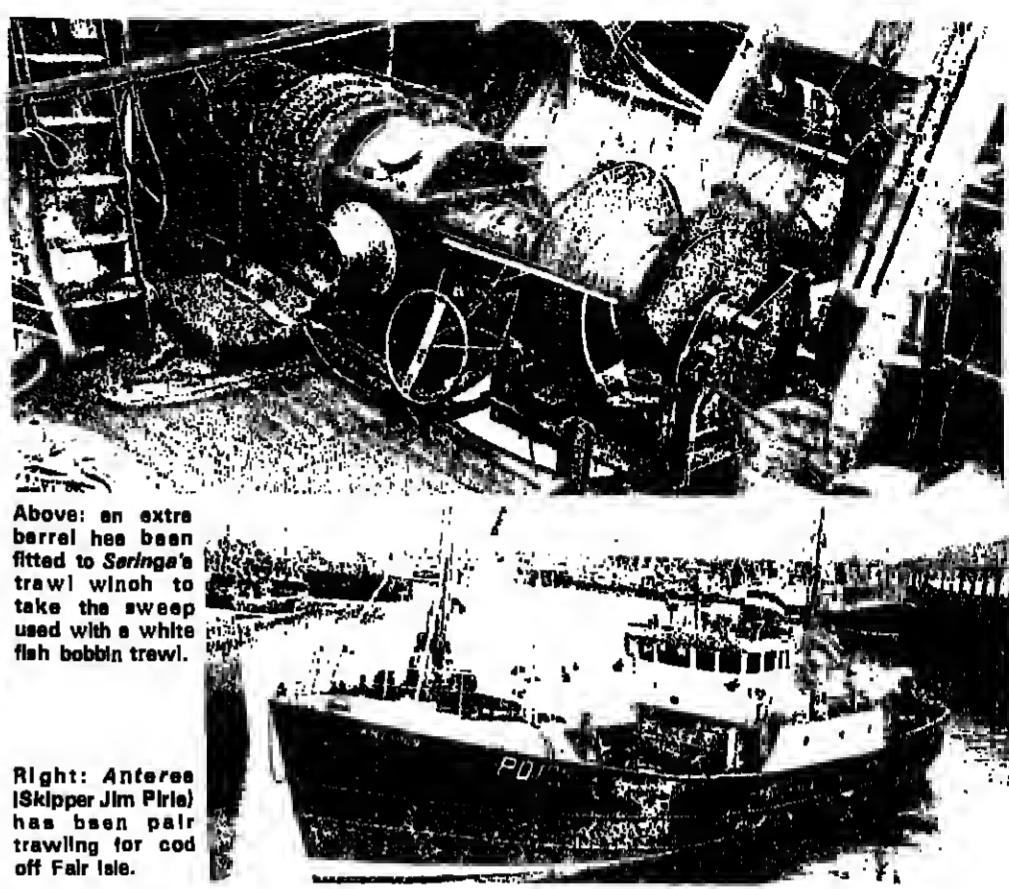
For the rough ground off Shetland, *Seringa* and *Sundari* are using Bore bobbin trawls of the same design as those used by the fleetwood pair trawlers *Armona* and *Navena*.

Skipper Morgan said that they had ordered the net because the Fleetwood boats were doing so well with it. He said that *Sparkling Star* had also taken delivery of a similar net recently.

*Seringa* and *Sundari* have had some modifications made to help increase their pair trawling efficiency. Each had an extra barrel fitted to their Jensen winches to take the heavy sweep used with the bobbin net, also each boat has been supplied with a Ben Amphitrite speed log by Brown and Perring.

These enable them to match their speeds when towing and also give quick indication of fasteners.

GLORIA WILSON



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S.P. Radio  
Woodone Ltd.  
Gavel House, Dyos  
Aberdeen.  
Tel. Dyce 2884.

# UNDER COVER GUTTING 'Big boat' shelter on Orion

THE 54FT. ORION has taken on the look of an 86-footer by fitting a full length aluminium deck shelter.

During the past few years deck shelters have become almost standard on larger Scottish seine net vessels.

Normally, these structures are built alongside and forward of the deckhouse, with an area of open deck between the shelter and the whaleback.

The transom sterned and wooden-hulled seiner-trawler Orion, which has been built by Gerard Brothers of Arbroath for skipper William Scott of St Monans, has her shelter extending forward along the port side right to the whaleback.

Along the starboard side the shelter is of more conventional design, with a bulkhead at its forward end and a clear area of deck between it and the whaleback.

This is done by winding the rope on to the smaller of the two reels on to the larger one, then both sets of rope can be fed off the larger reel when the gear is being set.

It only takes about six or seven minutes to feed the rope off the smaller reel on to the larger, and the machine can be left unattended while this is being done. It automatically slows down and the time of the motor changes to give warning that the rope is almost all round.

Damaged rope can be pulled out through the spokes of the flinger for repair. The hydraulically-driven spooling gear is fitted above the reels and is of a watertight design, with no open screw threads to pick up sand and dirt.

Push button controls for the unit are fitted both on the machine and in the wheelhouse.

The reels aboard Orion each have capacity for ten coils of 3 in. rope and there is a Danfoss hydraulic motor in each of the two reels.

When Orion is hauling her seine gear, the ropes will come in over the aft rail through a roller from the new Peterhead firm of Shortway Rope Guides Ltd.

Both ropes will run

forward, under the deck shelter, to the seine winch. From there they will pass up to sheaves located under the whaleback and, then, aft to the Speedwinch.

The Dowty variable pitch variable gear placement hydraulic pump for the seine and trawl winch is driven off an extension shaft at the forward end of the seine barrel, the engine, through a hydraulic motor.

Trailing the warps through gallows in the quarters. The crosses to the starboard end and then both forward, under the part of the shelter.

The bulkhead end of the shelter is able to allow the winch to run forward, and then pass around the trawl drums of

the SR3MA auxiliary pump unit for the port black and the Speedwinch.

Ships is powered by a Gardner 8J3B diesel engine which gives 230 hp at 1,150 rpm to drive the fixed-pitch propeller through a 4.14:1 Twin Disc reduction and reverse gearbox.

A tiller linkage and Gordon Gilmer 200/700 bilge and general service pump, plus two AC7 24V alternators, are belt-driven off the forward end of the engine. A Tramotor 110V generator is belt-driven off the after end.

Navy architects G. L. Watson and Co. designed Orion which has a beam of 18 ft. and is built to the DoT Fishing Vessel (Safety Provisions) Rules 1975.

She is powered by a Gardner 8J3B diesel engine which gives 230 hp at 1,150 rpm to drive the fixed-pitch propeller through a 4.14:1 Twin Disc reduction and reverse gearbox.

A tiller linkage and Gordon Gilmer 200/700 bilge and general service pump, plus two AC7 24V alternators, are belt-driven off the forward end of the engine. A Tramotor 110V generator is belt-driven off the after end.

The former Scottish boat Royela has completed a threemonths refit at the Medway Yacht Co., Colliingham, to bring her up to the new DoT safety requirements.

Royela (BF 162), owned and operated by Stan Pepper of Rye, was a conventional-looking Scottish wooden boat.

She is of 42ft. registered length,

16ft. beam and draws 7ft. aft and 5ft. forward. Her narrow, Scottish-type wheelhouse has been replaced by a modern unit incorporating a separate galley aft with Calor gas stove, table and sink.

The new wheelhouse has two flush trap-doors giving access to

engine room and accommodation.

There is an entrance aft on the port side and windows are supplied by Essex Aluminium. These are slightly tinted to reduce glare from the water.

New fittings include a Decca Navigator Mk. 21 and Decca Track Plotter 350T supplied and fitted by Smye Rumsby of Dover. In addition, there is a 60-channel 'Sailor' VHF radio, telephone and Decca radar supplied by Keen Marionics of Worthing and fitted by the Medway Yacht Co.

The Medway Yacht Co. can dry-dock boats up to 60ft. length and 17ft. beam.

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